

URGES NATIONAL ROAD CONGRESS

Chairman of A. A. A. Good Roads Board Suggests Annual Meeting.

"Unquestionably the time has arrived for a great national road congress to be held once a year in the National Capital under Federal government direction," asserts George C. Diehl, chairman of the A. A. A. good roads board.

"This gathering would be under auspices of the United States Department of Agriculture," continues Mr. Diehl, "and the event could be made most comprehensive in its scope; there could be a complete exhibit of road machinery and road materials; there could be sample construction of various kinds of highways; road schools could be conducted for State, county, and town engineers; and various technical phases of the work could be set forth by trained experts who would gladly attend such a great good roads event."

"Then there would come the inter-related phases of road travel and road transportation. Undoubtedly the Department of the Interior, because of its national parks, would set forth the scenic attractions which are under government supervision. Various States would be given opportunity of advertising their scenic resources. All these things could be brought about which would prove exceedingly effective."

"The good roads board believes in State highway conventions which are generally held for a specific purpose in the endeavor to concentrate the efforts of road enthusiasts for definite ends. These State meetings are of inestimable value, for the State is the political subdivision which must carry on by far the greatest burden of future road construction and maintenance."

Scientific Management.

"With the vast amount of funds being expended throughout the country, the government of the highway departments is becoming largely a question of scientific management, and it is believed that if the country were the smallest unit of administration that greater efficiency would result. The numerous State good roads meetings converged into a great national congress a year, held in the National Capital, it is believed would be the best way of handling the changed highway situation, and the government could properly assume the obligation resulting from the management of this great national event."

"The time has arrived when highway conventions should have more of an official character. There should be a good roads meeting in every township in the United States at least once a year, held under the charge of the chief highway official of the township. There should be at least one county meeting held every year in each county, under the charge of the county engineer or the chief highway official. There should be one State meeting in each State each year, under the charge of the State highway commission. Then the local automobile clubs, the good roads associations and others could cooperate in these conventions as their interest and location warranted. The township, county and State meetings should be held before the national meeting, so that at each of the smaller gatherings delegates could be named to go to the national convention, which in reality would be a great good roads school, lasting for one or two weeks, in the city of Washington, under the charge of the most important highway official of the country, namely, the Federal authority in charge of governmental expenditure."

MERCHANTS INDORSE FIXED RETAIL PRICE

Chamber of Commerce Votes in Favor of Laws Permitting Standard Resale Rate.

Business men of the country, represented in the Chamber of Commerce of the United States, have voted in favor of legislation establishing the right of a manufacturer to control the resale price of his product, along the lines of the Stephens bill before Congress. The referendum on this question was divided into two parts, comprising two recommendations, as follows: (1) That there should be Federal legislation permitting the maintenance of resale prices, under proper restrictions, on identified merchandise for voluntary purchase, made and sold under competitive conditions.

(2) Federal legislation should take the form of an amendment to the Trade Commission Act, defining the conditions under which price-cutting is an unfair method of competition and authorizing the Federal Trade Commission to prevent such price cutting in interstate and foreign commerce.

The result of the vote was 838 in favor of the first recommendation, and 227 against it. The second proposition was lost. The result of the voting is hailed as a decided victory for the American Fair Trade League, which has carried on a vigorous campaign in favor of such legislation, and many speakers have been sent by the league throughout the country to impress the business men of the United States with the importance of regulating the resale price of standard articles, and the injurious influence of unrestricted price cutting. In commenting on the result of the vote of the Chamber of Commerce, the Fair Trade League declares that it presages the passing of the Stephens-Ashurst bill by Congress.

S. A. R. ASKS AUTOISTS TO PUT FLAGS ON CARS

A suggestion has been received from the president general of the National Society Sons of the American Revolution, that an attempt be made to have every automobile display the American flag on June 14.

To some slight extent this custom has been followed in the past, but every additional flag thus displayed will not only have a splendid effect, but greatly add to the interest of our people in Flag Day, officials of the body say.

Keep Oil From Wires.

Because oil has a disintegrating effect, not only on rubber, but on cotton and fabric as well, care should be taken to see that the wiring of electric lighting and engine starting system is well protected. If oil is permitted to remain on the wiring the insulation will in time be softened so that the slightest chafing will cause the bare copper to be exposed and a short circuit or a leakage of current follow.

Fill Radiator Slowly.

When a motor is hot care should be taken not to pour cold water into the cooling system too rapidly. When the cold water strikes the overheated cylinders it is very apt to crack same, due to the rapid contraction which takes place.

Business Men Urged to Help In Bettering Virginia Road

Construction of Good Highway Through Chopawamsic Swamp Would Bring 20,000 Additional Visitors to Capital Every Year, Is Claim of Experts.

FILL OUT THIS PLEDGE; HELP IMPROVE HIGHWAY

To the Fund Committee, A. A. A., District of Columbia Club, Riggs Building, Washington, D. C.

Gentlemen: Herewith is my check in the sum of \$..... to be applied to the fund for the construction of a roadway through the Chopawamsic Swamp.

Name Address

URGED TO HELP—WITH 2-COOL BOX

Tomorrow morning the first batch of letters asking merchants and motorists of Washington to assist in raising a fund for the construction of a road through the Chopawamsic Swamp in Prince William County, Va., will be sent out by the A. A. A. District of Columbia Club, which has taken active charge of the campaign to build the highway and which started the fund with a contribution of \$100. The sum needed in Washington to build the roadway is \$4,500, and Washingtonians are asked to subscribe this amount upon a basis of actual return in trade to commercial Washington, and a return in pleasure to motoring Washington. The club's committee in charge of the raising of the fund is composed of Dr. C. Hart Merriam, chairman; J. Harry Cunningham and Fred S. Hardesty.

Would Increase Tourists.

The building of a highway through the Chopawamsic Swamp, which is notorious throughout the United States as the worst piece of roadway in the country, means, in its national scope, the opening of a fine highway from Quebec to Miami. This would, according to figures furnished by the touring bureau of the American Automobile Association, bring 20,000 additional visitors to the National Capital during the 1916 touring season, and more each succeeding year as motor travel increases. This phase of the situation is expected to appeal to Washington merchants particularly.

Support in raising the fund is expected from local motorists, because the regeneration of the Virginia swampland would open to them an alluring several days' tour to Asheville, N. C., or a shorter trip of 125 miles to Richmond, an intensely interesting city which has never been easily accessible from Washington because of the bog in question.

Relative to what the construction of this road means to Washingtonians, J. Harry Cunningham, active member of the District club, prominent business man, and an ardent motorist, said: "The efforts of the District club to raise funds to assist in the construction of a good road through the Chopawamsic Swamp are to be commended by all Washingtonians. The completion of this road will mean a delightful run through the historic battlefields of Virginia to Richmond and thence into the beautiful mountain country of North Carolina."

Efforts Are Laudable.

"It will also be of immeasurable benefit to the hotels and commercial houses of Washington, bringing to the city thousands of tourists who now purposely avoid the Capital City because of the bad stretch. The project is worthy of the immediate support of every automobile owner and every business house in Washington."

Local funds to be turned into the general fund necessary for the work are being solicited with success in several other cities along the route. Richmond, which gave nearly \$50,000 to the original project for a Richmond-Washington highway, upon which \$25,000 has been spent, has already secured nearly \$4,000.

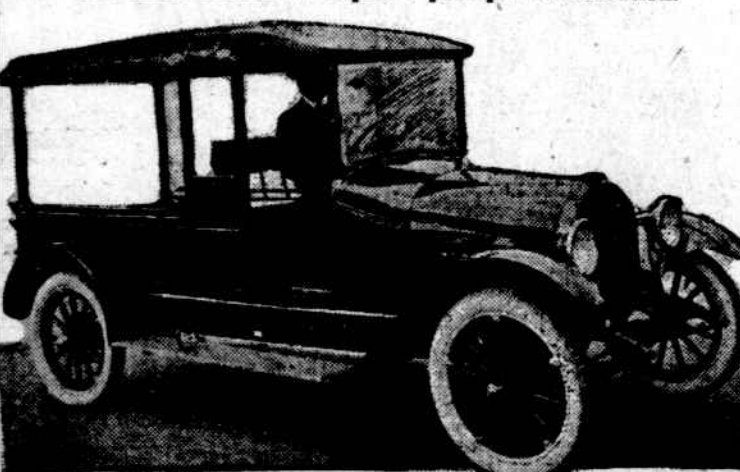
"SERVICE FIRST" ANNOUNCING THE NEW PULLMAN 3-4 TON DELIVERY CAR at \$750.00

The Only Car With Electric Lights and Starter at This Price.

This new and attractive wagon will be found superior in looks, power and carrying space to any other delivery machine now on the market.

We invite the closest scrutiny of the new Pullman delivery body and chassis, particularly as to the strength of the springs, top and supports, flare and tail boards and other constructional parts of the car that mark this delivery wagon as being superior in every way to any other light wagon now on the market.

Demonstrations Cheerfully Given. Our small allotment requires prompt consideration.



Wm. P. Barnhart & Co., 1707 14th St. Phone N. 196.

D. C. AUTO CLUB GROWS RAPIDLY

Local Branch of A. A. A. Adds Twenty-one Members During Week.

There is nothing in Washington's automobile history more expressive of the modern motor trend than the rapid growth of the A. A. A. District of Columbia Club.

That there was urgent need of a substantial body to provide a comprehensive touring service, and to provide organized expression for motorists is clearly shown in the success attending the National Capital's robust and growing motoring organization. Although still in its metaphorical swaddling clothes, the new club is hundreds ahead of its predecessors.

Proof of the stability of the club is seen in the wide scope of its membership and its activities. Comparatively few of the members are actively identified with the trade. It is essentially an owner's organization and directing its energies solely to increase his pleasures and to minimize his legislative and road trials.

Motorists from every walk of life are enrolled in its work. Men high in the councils of the Federal Government have joined. The distinctive emblem denoting membership in the A. A. A. and the local club shines from the radiators of thousands of cars. Generals and majors of our army, lieutenants and captains of our navy, the judiciary, too, is found to be prominently identified with it, while those from social and professional ranks number thousands.

The past week saw the addition of twenty-one new members, as follows: R. E. Boyd, Edward C. Finney, Jean Paul Muller, J. H. Hanna, Dr. William J. C. Thomas, James Sharp, H. M. Southgate, E. E. Williamson, A. G. Herriman, A. A. Richards.

of an additional \$5,000 asked of its citizens for the Chopawamsic Swamp fund. Nearly \$400 Subscribed. While an organized campaign for the local fund will not be put in action until tomorrow morning, nearly 400 have already been subscribed in this city. With the exception of the \$100 contributed by the District club, this sum was subscribed largely by motorists who had attempted to tour from Washington to Richmond via Fredericksburg, and who in due time found themselves floundering in the Chopawamsic swamp calling for help.

Dr. C. Hart Merriam, chairman of the club's fund committee, referring to a recent meeting of the committee, said: "During our recent meeting, at which final plans for the fund campaign were made, emphasis was laid on the material advantage Washington automobilists will enjoy in the completion of an additional route for Sunday outings. Most of the drives available from the Capital have been traversed so many times that they are somewhat threadbare. The highway to Richmond, which the District club has undertaken to assist in completing, offers unusual attractions, whether the tourist wishes to avail himself of the entire drive of 135 miles or to make a shorter run, visiting places of interest along the way."

Repairs to Start at Once. "The road is now in good condition to a point twenty-one miles below Washington, where repairs are to be begun immediately."

The New York City touring bureau of the American Automobile Association reports that during the month of May 181 out of 215 touring parties seeking information concerning road conditions, preparatory to a Southern trip, concluded to travel via Philadelphia, Gettysburg, Hagerstown, Winchester, and thence down the Shenandoah Valley pike, rather than travel via Washington, which they expressed a desire to visit, and the loss of their cars, and possibly their lives, in the treacherous bog that is gaining Washington, Richmond, and Prince William County questionable renown.

Persons desiring to aid in the construction of the road through the swamp, and the completion of the Richmond-Washington highway, may send contributions to the A. A. A. District of Columbia Club, Riggs Building. This money in turn will be passed over to State Highway Commissioner Coleman, of Virginia, under whose supervision the building of the road will be carried on.

Racers Use Dixon's Graphite.

When the auto racer enters a contest, he is out to break records. A fraction of a second clipped off the previous record makes him as happy as a kid with a new toy. Faulty lubrication kills the chances of surpassing past performances. The fact that the big majority of the racers of the country use the one line of lubricants—Dixon's graphite Automobile lubricants—shows the value they place on a second of time.

Any motor enthusiast who fails to see the result is doing himself an injustice.

More Than Economy

Don't think of efficiency as mere factory economy. It means more than that in car building.

Mr. Bate has cut our factory costs in two. He has built and equipped here a 45-acre plant which stands as the model of Motordom.

You see the result in the matchless value offered in this Mitchell. You see it in the 26 costly extras which other cars omit. No other factory in America could give you such a car at our price.

But the car itself reveals Mr. Bate's genius in a far more appealing way.

A 3000-lb. Giant

Mr. Bate and his experts have developed a car here which weighs under 3000 pounds. Yet the car is a marvel in power and performance.

SALESROOM: 1405 H Street N. W. Phone Main 6097

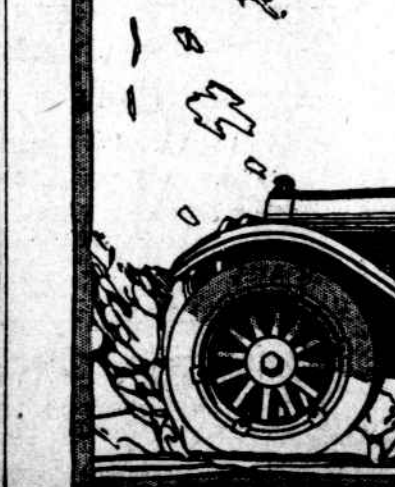
MILLER BROS. AUTO AND SUPPLY HOUSE

WASHINGTON, D. C.

SUB DEALERS: 000 R. Williams, Union Garage, Frederick, Md. B. F. Dorsey, Mt. Airy, Md. Hunt & Pollock, Cumberland, Md.

SUB DEALERS: Entler Motor Car Supply Co., Hagerstown, Md. Wilson Motor Co., Beltsville, Md. Emlach & Co., Lovettsville, Va. J. W. Huss Motor Co., Richmond, Va.

SUB DEALERS: Mundy Auto Supply Co., Roanoke, Va. C. B. Hughes Co., Inc., Norfolk, Va. H. W. Noel, Harrisonburg, Va. Ramsburg Auto Co., Winchester, Va.



Car Owners Urged to Be Prepared for Accidents

Motorists Should Overhaul Engine Before Venturing on Long Trip—Waiting for a Worn Tire to Blow Out Is Poor Economy.

With the question of preparedness being discussed on all sides, let the automobile owner take heed. The touring season is at hand and the Saturday half holidays are beginning. Every owner who can endeavor to take his family for either a week-end outing or at least a Sunday trip. Many spend their vacations in this manner, week-end trips. By so doing they can still keep in touch with their business interests and also enjoy the pleasures of motoring.

How many owners, though, have had these week-end or day outings marred by an accident on the road due to carelessness in failing to give their machine proper attention before starting. Like all other machinery, the motor car demands proper lubrication. Any kind of lubrication is not sufficient. Oil Not Only Thing. But buying oil and only putting it in the car now and then is not sufficient. Every machine has an oil gauge of some description on it and one should keep watch of this gauge and see that the oil is up to the proper level. Not only is it necessary to keep the oil reservoir filled to its proper level, but now and then, especially with modern cars, the oil should be drained from the crank case often and fresh oil put in. The high speed motor of today uses up oil much faster, though perhaps not any more, than the old type motors and this constant use of the oil destroys its life. Not only should the oil reservoir be kept filled, but attention should be given to the transmission and differential. Both of these parts must run in an oil bath if they are to be kept in shape.

Watch Spark Plug.

Spark plugs get sooted now and then and require cleaning, or perhaps the gaps between the points are a little too far apart to produce good results. It is only a minute's work to take out a plug, clean it and examine the spark gap. Again, a wire may be worn. Tires will wear out and to keep an old shoe on a wheel simply in the hope of getting a couple of hundred miles out of it before it blows out is poor economy. True, you may get the additional mileage, but at the expense of an inner tube. A new tube will cost more than the two or three hundred additional miles of service are worth. Besides there is always an element of danger in running on an old casing. It is apt to go on a bad curve and there is danger of being ditched. Do not be a tinkerer, always going over the machine to try and find trouble or make some improvement on it. As long as it is running alright let the mechanical features alone, and when it begins to give trouble take it to a man who understands motor cars. But treat your car as you would a good horse and buggy. Do the same for the automobile. It is not an animated being, but it is just as sensitive and requires attention.

The first monument in America to Adam was erected in Gardenville, Md. The memorial to be claimed first of the species is a square of concrete with a sun dial on top and the inscription on one of its faces: "To the Memory of Adam, the First Man."

To lessen the smoke and gas in tunnels, Swiss railroads are equipping their locomotive stacks with lids to be closed when a tunnel is entered, steam being exhausted beneath the engines.

Mid-Year Model 257 Cars in One

Mitchell SIX

\$1325 f. o. b. Racine With 26 Extra Features

Mr. Bate's 17th Model

With All His 700 Improvements—His 26 Extras His 73 New Touches

This Mid-Year Mitchell Shows all that John W. Bate has done, in 13 years, for the motor car itself. It is the final result of his genius for efficiency. And every man should see it.

Its parts will average 50 per cent over the highest strength requirements.

And its records seem to prove it a lifetime car, as Mr. Bate says that it should be.

The chassis is simplicity itself. There is hardly a casting in it. Instead, there are 440 parts which are made of drop forgings, or stamped from toughened steel.

The margins of safety are extreme. The steering parts are oversize, and made of Chrome-Vanadium steel. Yet the ball bearings in it make this the easiest-driving car.

This car alone has Bate cantilever springs. Not one has ever broken. These 52-inch springs make rough roads seem like pavement.

Some 30-Year Records

One Bate-built Mitchell has already run 218,734 miles. Six of them have averaged 164,372 miles each—over 30 years of ordinary service.

That is what Mr. Bate's efficiency

means to a man who buys a car to keep.

What it also means is shown by the fact that great engineers buy the Mitchell when they buy cars for themselves. Your Mitchell dealer has a list of them—men noted the country over. These experts find in the Mitchell car mechanical perfection.

26 Costly Extras

In the Mid-Year Mitchell you will find 26 features which in other cars cost extra. Things like a power tire pump, reversible headlights, light in the tonneau, an extra-price carburetor, a handy gasoline primer, etc. Your Mitchell dealer will show you 26 such features which we pay for by factory savings. And every one is something you want.

73 New Beauties

This Mid-Year Mitchell was completed after the New York Shows, where all this year's new models were shown. Our experts and designers examined there 257 new-style cars. And they have embodied in this Mid-Year Mitchell all the best ideas from all of them. So you will find here the most complete car on the market.

Go see this model. You will find in this one car more attractions than in all other cars together.

MITCHELL-LEWIS MOTOR CO. Racine, Wis., U. S. A.